

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.12**DAILY PROJECT JOURNAL****Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Report No:** DPJ-000503**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 27-Nov-2007**Location:** Changxing Island, Shanghai, China**Submittals(New / Total):****CWR's:** /**HSR's:** /**NCR's:** /

Item	Title	Detail
1	Meetings attended	<p>9:00 Participated in Fabrication Update Brief conference call.</p> <p>Jason Tom indicated that he had discussed skin plates A & E from the 89m mockup and Construction is no longer rejecting skin plates A & E outright – not that these are now going to be accepted, rather, the status of these plates has become ambiguous. The PJP welds which ZPMC will not be performing with the gantry during the mockup (but which they propose to weld using the gantry during production) are 500mm long on these two skin plates. Neither ABF nor ZPMC believe that it is “worth it” to move the plates for these welds. Construction seems to agree.</p>
2	Meetings attended	<p>13:00 Daily Meeting:</p> <ul style="list-style-type: none"> - I asked ABF if they will be “evaluating the 1st 5 OBG panels” before allowing ZPMC to move forward as had been discussed previously. Mr Dave Williams, of ABF indicated that because of the way in which ZPMC has progressed with the fabrication of these T-stiffener plates, that plan is obsolete and is not being followed. - Dave William, of ABF, retracted his statement from the previous day regarding the rejection of skin plates A & E, indicating that ZPMC and ABF have improved their communications and previously it had not been understood by ABF that these PJP welds were “only 500mm long”. - Mechanical straightening... There have been 2 NCR's in the last 24 hours for ZPMC performing straightening of fabricated items with mechanical means rather than following their approved heat-straightening procedures. ZPMC's explanation is that mechanical means, or heat straightening aided by active mechanical means “is faster”. There followed a 20-25 minute discussion of: what heat straightening is; the fact that active mechanical means are not permitted; the requirements of D1.5; and the fact that the “straightening” (rolling flat) of the OBG floor and side panel plates before any welding is performed is very different. It was decided that this discussion should be continued later.

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